

The Evening Herald.

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A SIGNIFICANT FACT.

ONE of the leading professional men of Albuquerque, an owner of real estate on North Fourth street, called attention to a condition, in course of a statement in yesterday's Herald, which should cause property owners generally to give careful thought to the matter of street paving whenever it is proposed; and wherever it is proposed. After referring to the almost unbearable dust plague which afflicts North Fourth street householders, this man directed attention to vacant houses on this street; houses which he said were vacant because of the dust nuisance.

"There are no vacant houses on West Copper avenue," said this man, "and there were many vacant houses on that street before it was paved."

This statement is literally true. Before Copper avenue was paved vacant houses on that street were not infrequent. Since it was paved no houses have been vacant for long; even in its least desirable blocks.

This is not true of Copper avenue alone. It is a condition which will always be shown by a comparison between streets that are paved and streets that are not. Houses on paved streets will be kept occupied, even at higher rentals, while houses on unpaved streets remain vacant. Residence on a paved street means residence in a growing, improving district, and therefore a desirable district. People who rent houses like to live in an improving, growing section, just as do people who build houses.

There is no speculation in street paving. The value it adds to real estate is definite, tangible, large and permanent. The property owner who objects to paving the street in front of his property is short-sighted. He is not exercising good business judgment and his economy is not sound.

Street paving nowadays can be secured upon terms so advantageous that the property owner generally realizes his valuation increase long before he is called upon for the cash outlay for laying the paving. Payments can be arranged so that they fall like a small increase in taxes, spread over a period of years.

The paving of East Central avenue, a project now likely to be realized in the very near future, will advance the upbuilding of that street by half a dozen years or more. In fact it never will build up in some of its sections until the street is paved; and it is an understanding of that fact which has brought property owners into such unanimous sentiment for University boulevard.

The North Fourth street situation is one which needs fixing, for the city's best interests, as well as for the interests of the property owners. Aside from Central avenue it is the most travelled street in the city. It is part of the state's principal automobile highway. It is the avenue leading to the city's principal producing district. It should be put in shape for comfortable use for the welfare of the city, if for no other reason. The property owner who objects to street paving certainly has a right to his objection whether it is soundly grounded or not. But in this matter of street improvement the majority rules, and where a large majority wants to go forward, as appears to be the case on North Fourth street, that majority should not permit the objections of a small minority to hold up the betterment.

There were a number of property owners who objected to the paving of West Central avenue. It is a safe assertion that not one of those men would have the street go back to the old condition, even if he could get 12 1/2 per cent interest on the money that has been tied up in paving since the pavement was laid.

THE AUTO-TERROR.

THIS is the headline used by a Saint Louis newspaper a few days ago to call attention to that city's record for October of twelve deaths and three times that number of serious injuries from reckless automobile driving. The speed mania is growing among automobile owners, this newspaper asserts, and

cites the records of fatalities and serious injuries in a number of cities during October to prove its claim.

Of course Albuquerque has no such record of fatalities and accidents in its whole history from motor traffic as will be recorded in almost any month in any one of the large cities. But we have had a sufficient number of near fatalities to justify the city government in adopting the most stringent measures now to force owners of automobiles to have due regard for human life; since they have demonstrated that they will not have any such regard without being forced to it. The Herald is glad to note that Mayor Beartight has urged antislip legislation which will regulate the use of the automobile in this city. It is to be hoped that the action of the council will be prompt and that such legislation as it adopts will be vigorous and strict. It should include not only a penalty for speed violations which will discourage even the idlers among us; but it might as well cover every detail of regulation of this kind of traffic. We have tried persuasion and we have tried warning and they have failed to have any influence whatever with those who insist upon running automobiles at dangerous speed.

One phase of regulation which should go into the new automobile law is that with regard to use of the dimmer. If there is anything in our present traffic laws requiring use of the dimmer on automobile lamps, it is a dead letter. The glare of one powerful automobile lamp is confusing; that from a dozen places life in peril. The use of the dimmer is a simple matter of precaution which every car owner should be glad to adopt. They should be made to adopt it whether they wish to do so or not.

MR. RIPLEY'S SUCCESS.

HERE is a sermon on "Success." It was written by the editor of the Kansas City Journal and the real subject of it is E. P. Ripley, president of the Santa Fe railway. It is a sermon worth memorizing by every young man, and worth the thoughtful reading of every man, no matter what his age.

"President Ripley of the Atchafalaya, Topeka & Santa Fe Railway company was 70 years of age yesterday. To commemorate this occasion a complimentary dinner was given in his honor in Chicago last night. It was an interesting and notable gathering and attracted men from all parts of the United States, many of whom had been closely associated with Mr. Ripley throughout the greater portion of their business careers. It was not a 'retirement' dinner, in any sense. No farewells were said and nobody thought of Mr. Ripley's quitting the game. He had just returned to Chicago after a long and arduous inspection trip that took him to the remotest parts of the great system over which he has supervision. He is in the full flower and vigor of mature manhood, strong and masterful, facing the years with confidence of much good fruit yet to be garnered in his useful life.

"The life story of Mr. Ripley is not especially romantic, nor does it differ materially from the lives of many other successful men. It is a story of hard work, faithfulness to arduous tasks and an honesty of purpose that has remained steadfast throughout his career. He entered railway work as a clerk, and his progress to the top was a record of unflinching efficiency. Things did not 'come' to Mr. Ripley. He worked his way to them and got them. He was always ready for advancement when opportunities developed, and he was sure of every step he took. Perhaps there are men now working under his direction who wonder where he got his 'pull' and by what secret processes he managed to attract the favorable attention of his superiors. But there was no 'pull' except his own worthiness, no favor which he did not deserve.

"It is a great life achievement to begin as a clerk in a small New England town and arrive at the presidency of the greatest railway system in the world. It is a much greater achievement to have gained the love and confidence of every man and woman connected with that system and to be respected and believed in by the millions of common people living in the states of the Union traversed by it. No doubt, to Mr. Ripley it was a happy occasion last night when so many trusted friends and co-workers gathered about him to celebrate his birthday and tender expressions of friendship and good will. In these uncertain times when railway properties are crumbling and leaders of business organizations are falling from bad management or falling under the blows of demagogic legislation, it must have warmed Mr. Ripley's heart to realize that his stockholders look to him in confidence to guide their immense interests safely through the financial breakers of the era.

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SOLOS

By the
Second Field.

THE MODESTY of some New Mexico statesmen whose friends are insisting that they run for office is a development of the "new era" in state politics.

SOME MEN are being fairly battered with demands to run for the United States senate, and still refuse to come out.

ONCE IT was necessary to batter those same men to keep them from running for office.

TWO KANSAS CITY women walked to Joplin, Mo., 175 miles, for amusement. It's strange that a woman could find amusement going to Joplin, Mo., in a private car, much less in walking it.

STILL women are strange creatures.

"STEALS twenty-five bones from shoe shop," says a Tucumcari News headline. Must be another New Mexico shoemaker has turned physician.

ARIZONA motor stage lines are fighting a law requiring them to furnish indemnity bonds on the ground that it is not long since Arizona was glad to have any kind of a stage line without any bond.

CIVILIZATION works fast in the far southwest.

A RECENT magazine undertakes to tell why a poor man is unhappy. Magazine editors will try anything nowadays on which to hang a cover design.

ONE GATHERS from Mr. Asquith's statement that war is no tea fight.

Pete should have known better than to try to run by a Santa Fe train in a Ford.

(Lake Arthur Times.) Last Friday evening Pete Loney, the Haseman banker, was struck while driving his new Ford, runabout, by a Santa Fe train.

It's No Use Trying to Please the State, Ladies; It Can't Be Done.

(Reproducing Two Dispatches.) Fresno, Cal., Oct. 22.—Because his wife didn't talk with him, Philip Rosenthal, living at 619 Collins avenue, shot himself in the mouth late last night. Tonight doctors said that he had a chance for recovery.

San Francisco, Oct. 22.—Because she sometimes talks for three hours without ceasing, John H. Corcoran, former official of Mariposa county, yesterday began suit in this city for divorce from his wife, Mary K. Corcoran.

THE PRICE of eggs has begun its fall drive.

THE NAVY LEAGUE demands that Mr. Bryan prove his assertion that it is subsidized by the armor-plate makers. No doubt Mr. Bryan will do his best to accommodate the navy league after he has disposed of half a million other statements of which proof has been demanded.

OLD SOLDIERS rapidly disappearing from public offices—headline. True, alas, but there's a fine new crop in the offices who soldier right along.

KEEP THE KIDNEYS WELL. Health is Worth Saving, and Some Albuquerque People Know How to Save It.

Many Albuquerque people take their lives in their hands by neglecting the kidneys when they know these organs need help. Weak kidneys are responsible for a vast amount of suffering and ill health—the slightest delay is dangerous. Use Doan's Kidney Pills—a remedy that has helped thousands of kidney sufferers. Here is an Albuquerque citizen's recommendation.

J. J. Ryan, 322 North Broadway, Albuquerque, says: "I noticed for some time that my kidneys were not acting as they should. The jar of riding on a wagon and heavy lifting weakened them. I had sharp twinges in the small of my back, my head ached and I had dizzy spells. One box of Doan's Kidney Pills was all I needed for a permanent cure."

Price 50c, at all dealers. Don't simply ask for a kidney remedy—get Doan's Kidney Pills—the same that cured Mr. Ryan. Foster-Milburn Co., Props., Buffalo, N. Y.

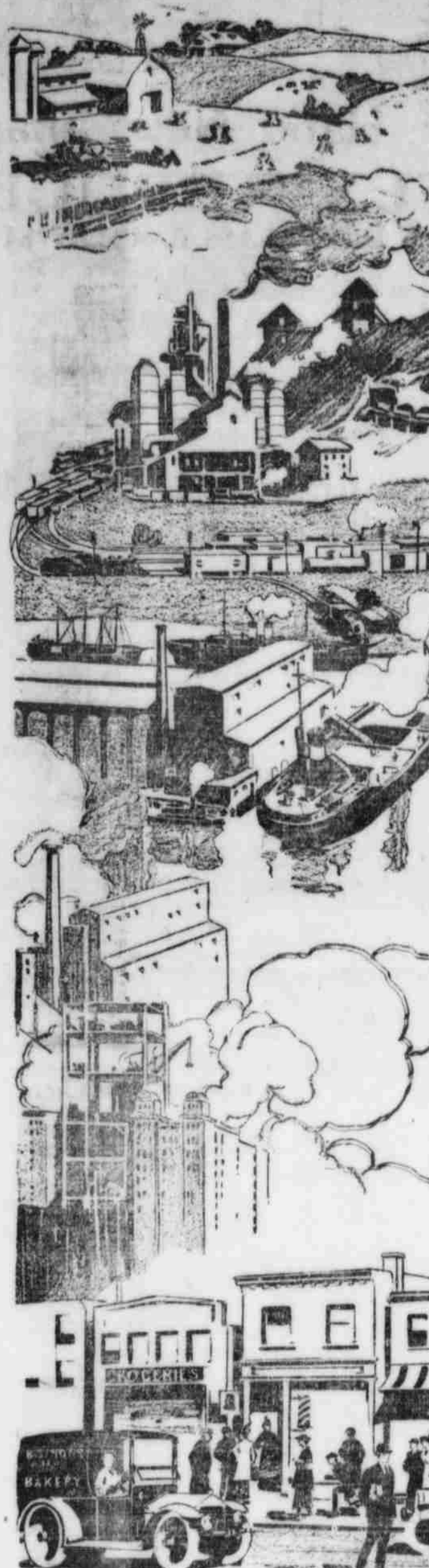
ENGLISH PRISONS TRANSFORMED INTO MUNITION FACTORIES

London, Oct. 29.—All the jails and prisons in Great Britain have been turned into munition factories of war material since the outbreak of hostilities. The ordinary prison work has been suspended wherever possible and both male and female prisoners have been given employment on war work. Their interest in the work has been great, according to a statement from the home office, that the output has been more than double that of peace times.

The government declines information as to the exact character of the work being performed, but it is stated that "several millions of useful articles have been made for the front." Special instruction in the new trades has been given by the prison attendants, who in several cases have been detached to receive a course of training for this purpose.

Inmates of boys' reformatories and similar institutions have been allowed to join the army in most cases the preliminary military instruction having been given on the grounds of the institutions. Several hundred reformatory boys have already figured in the casualty lists from the front, and a considerable number of young men from these institutions have received commissions in dispatches for acts of bravery.

Business is booming!



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WHAT IT MEANS TO MOVE AN ARMY CORPS OF GERMAN SOLDIERS

Berlin, Oct. 28.—A writer in the Neue Gesellschaft (Correspondent) has been trying to calculate the casual reader the dimensions of troops as they march and fight. A German army corps, he says, consists of 41,000 men, 74,000 horses and 2,400 vehicles, including the baggage. Such a body of men and their belongings makes a procession about thirty miles long on a single track. Even when in pretty close touch with the enemy, the length of a corps is about fifteen

miles, and when the front detachment is one involved in a battle it will be five or six miles before the men in the rear get into action to aid them. Before this war began it was generally assumed that a single corps would occupy about two and one-half to three miles of the fighting line, but in actual experience it has been found that the average front of a corps is considerably broader, namely, three and one-half to five miles. An army of ten corps is not very large, as armies go in this war, but even such an army would fight on a front of some thirty-seven miles, and the men who undertook to scale from one wing to the other would require twelve to fourteen hours in doing it.

The shipment of an army corps by rail is no small undertaking. The trains alone require eighty-seven trains, while the artillery, commissary and other belongings call for fully one hundred—a total of about 130 trains. The feeding of a corps appears to be a big problem when the matter is worked out from the loads of the daily consumption of each unit and each horse. The daily average ration of a soldier is the German army, weighs about 5.6 pounds, while a horse gets his thirteen pounds of oats, and the large draught horses considerably more. These figures work out at about 97,000 pounds of food for the men and about 183,000 pounds for the horses, as a minimum. There is this

nearly 300,000 pounds of provisions to be moved forward every day, not to mention ammunition. Under the most favorable conditions, therefore, it calls for a train of 130 wagons to bring up the food for each day.

For dyspepsia, our national ailment, use Burdock Blood Bitters. Recommended for strengthening digestion, purifying the blood. At all drug stores. \$1.00 a bottle.

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